

534. L. 3.

S I G N A L S

A N D

INSTRUCTIONS

I N

Addition to the General Printed



Sailing and Fighting Instructions.

STANDARD

AND

INSTRUCTIONS

Addition to the General Printed

Orders and Regulations

7

2

SAVING INSTRUCTIONS

SIGN A 18 by day.

W

The first of the instructions is to sign a 18 by day.

The second of the instructions is to sign a 18 by day.

The third of the instructions is to sign a 18 by day.

SAILING INSTRUCTIONS

A N D

SIGNALS by day.

I.

WHEN the Commander in Chief shall hoist *a blue Flag pierced with white at the Main-top-gallant-mast-head, and fire a gun*, all Officers and other Persons belonging to the Squadron are to repair on board their respective ships; and no boat is to be suffered to go on shore afterward, on any account whatsoever, without His leave.

For all Officers, &c. to repair on board their respective ships.

II.

When the Commander in Chief would have an account of the state and condition of all the ships in the Squadron sent on board Him, He will make the signal for all Lieutenants, and hoist *a Flag half blue and half white at the Mizzen-peek*; if of particular ships only, the signal for a Lieutenant from those ships with the same Flag at the Mizzen-peek.

For the state and condition of the ships.

III.

When the Commander in Chief would have the Masters of all the Ships of War in the Squadron to come on board Him, He will put abroad *an English Ensign in the Main-shrouds* (instead of the Mizzen-shrouds, as appointed by the second article of the General Printed Instructions for calling Officers on board the Admiral) *and fire a gun*; if only the Masters of particular ships, He will display an Ensign in the Main-shrouds and make such ships signals.

For the Masters of the ships of War.

IV.

When the Commander in Chief would have all the Pilots of the Squadron come on board Him, He will hoist *a Flag chequered blue and yellow*.

For the Pilots of the Squadron.

Sailing Instructions

yellow at the Mizzen-top-mast-head; if only the Pilot of particular ships, the same Flag with a red Pendant over it, and the signal for speaking with the Captains of such ships: And a Lieutenant is to come on board with each Pilot.

V.

To unmoor.

To weigh.

Instead of making the signals appointed by the second and third articles of the General Printed Instructions for unmooring and weighing in the day time: The Commander in Chief, when he would have the Squadron unmoor, *will loose the Top-sails, and fire a gun; And when He would have them weigh, He will fire a gun and haul home the Top-sail-sheets.*

VI.

Order of sailing.

In case no other form of sailing shall be prescribed (which convoys, &c. may sometimes render necessary,) every ship is to keep in such station on the Quarters of the Commander in Chief, as may enable her to form the Line-of-battle with the greatest dispatch, viz. the Seconds nearest to Him, the Leaders on the Wings, and the intermediate ships agreeable to the written order: And if the signal should be made to tack, the ships that shall happen to be to Windward at that time, are to remain so after they shall be about on the other Tack.

VII.

When a ship is out of her station.

If the Commander in Chief should observe any particular ship to be out of her station, He will make the signal for speaking with her Captain and hoist a Flag half red and half white at the Main-top-gallant-mast-head.

VIII.

To hog ship.

When the Commander in Chief purposes lying-to, to hog, He will hoist an English Jack at the Ensign-staff, which is to be repeated by all the ships that want to do the same and to be kept flying till they have finished.

IX.

To set up the Rigging.

When the Commander in Chief purposes lying-to, to set up the Rigging, He will hoist an English Jack at the Ensign-staff with a common Pendant over it, which is to be repeated by all the ships that want to do the same, and to be kept flying till they have finished. *And if at any time a particular ship should have occasion to set up her Rigging, it is to be made known to the Commander in Chief by the signal aforementioned, and in case He would have her lie-by for that purpose tho' He Himself*

and Signals by day.

8

Himself stand on, He will answer with the same Signal: Whereupon she is to use all possible dispatch in completing the same, and then to make all the sail she can to rejoin Him.

X.

In order that the performance of Divine Service may meet with as little interruption as possible, the ships are to hoist a common Pendant at the Mizzen-peak before they begin the same, and to keep it flying till they have finished.

To prevent Divine Service being interrupted.

XI.

When the Commander in Chief would have any particular ship make more sail, He will put abroad the Pendant for speaking with her Captain, and hoist a Flag half blue and half white at the Main-top-gallant-mast-head.

To make more sail.

XII.

When the Commander in Chief would have any ship come under his stern within hail, He will make the signal for speaking with her Captain, and hoist a Flag chequered red and blue at the Mizzen-peak.

To come within hail of the Commander in Chief.

XIII.

If at any time a strange ship should pass near the Squadron and the Commander in Chief would have a particular ship speak with her, He will make such ships signal, and hoist a white Flag with a red cross at the Ensign-staff.

To speak with a strange ship passing near the Squadron.

XIV.

Any ship in the Squadron discovering a strange sail is to make the same known by hoisting,

Upon seeing a strange sail.

if in the

<i>NE, a French Jack</i>	<i>} at the Mizzen-peak.</i>
<i>NW, a Dutch Jack</i>	
<i>SE, a French Jack</i>	<i>} at the Ensign-staff.</i>
<i>SW, a Dutch Jack</i>	

which, upon being answered from the Commander in Chief by a French Jack at the Ensign-staff, is to be lowered and hoisted again as many times as there are ships discovered.

XV.

And if the Commander in Chief would have any particular ships chase, He will make the signals accordingly, as directed in the General

To chase

Printed

Sailing Instructions

Printed Instructions ; but if He would have the whole Squadron chase, He will hoist *a yellow Pendant at the Mizzen-peak, and the chasing Flag (expressive of the Quarter) in the Mizzen-shrouds.*

XVI.

To tack, in chasing upon a wind.

If in chasing upon a wind the Commander in Chief would have a particular ship tack, He will make the signal for speaking with her Captain, and, if she be ahead of Him, hoist *a Dutch Flag at the Fore-top-gallant-mast-head* ; but if astern, *the same Flag at the Mizzen-top-mast-head.*

XVII.

Ships in chase to alter their course.

If at any time the Commander in Chief would have the ships in chase alter their Course, He will make such ships signals and hoist *a Flag striped blue and white at the Main-top-gallant-mast-head, which* when they answer by hoisting a common Pendant at the same place, *will be lowered and hoisted as many times as He would have their Course altered Points to Windward ; if to Leeward, a gun will be fired ; and if chasing right before the wind, without a gun is to be understood to Starboard, and with a gun to Port.*—In case no particular ships signal shall be made when the Flag aforementioned shall be hoisted, it is intended that all the ships in chase shall alter their Course agreeable to the signal.

XVIII.

To bring down the chase to the Commander in Chief.

When the Commander in Chief would have the ship or ships that chase bring down the Chase to Him, He will hoist *a blue Flag pierced with white half way up the Fore-top-gallant-mast.*

XIX.

To keep between the Squadron and ships in chase, to repeat signals.

When any ships shall be in chase, and the Commander in Chief would have another ship keep between them and the Squadron, to repeat signals and guide them back, He will make such ship's signal for chasing on that Quarter and hoist *a Flag chequered red and white at the Mizzen-top-mast-head* ; and if there should afterward be occasion for a second or more to lie within the former, He will make the same signal for those ships, successively, which He would have perform that service, who are to be particularly careful to repeat all signals the chasing ships shall make.

XX.

When the Commander in Chief shall see occasion to recall ships from chase and make the proper signal accordingly, it is to be made known by the ships stationed between them and the Squadron, by hoisting a Dutch Ensign at the Fore-top-gallant-mast-head, and firing one gun, or more as may be necessary.

Ships stationed between those in chase and the Squadron to make known to them the signal to give over chase.

XXI.

If, when the Commander in Chief shall make the signal to recall ships from chase, their Captains should judge they come up with the Chase so as to be able to speak with it, they are to hoist a Red English Ensign at the Mizzen-peak and fire a gun; but if the signal should be repeated by firing one or two guns, they are then, notwithstanding, to leave off chase, and return to the Squadron.

When ships come up with the chase and the signal is made for recalling them.

XXII.

Any ship discovering her Chase to be an Enemy is to give notice of the same by hoisting a Dutch Ensign at the Mizzen-peak and firing two guns; and if she believes she shall be able to get up with it, without losing company with the Squadron, she shall then hoist the Dutch Ensign at the Mizzen-top-mast-head and fire two guns.

On discovering the Chase to be an Enemy.

XXIII.

If any ships in chase discover a force superior to themselves, they are to hoist a white Flag at the Main-top-gallant-mast-head, and fire one or more guns as may be necessary, which the Commander in Chief will answer by hoisting a blue Flag pierced with white at the Fore-top-gallant-mast-head, and the ships between him and them are thereupon to make what sail they can to their assistance, having first repeated the signal, which will be answered from the Commander in Chief as before.

If the ships in chase discover a force superior to themselves

The ships between them and the Commander in Chief to go to their assistance.

XXIV.

When at any time more ships than one shall happen to be in chase on the same Quarter of the Compass, and the Commander in Chief would call some or all of them into the Squadron, He will make the signal by hoisting the chasing-Flag for that Quarter at the Fore-top-gallant-mast-head; whereupon the ship that shall be the farthest from the Chase shall immediately return, and if the signal should be kept out after she makes sail toward the Squadron, the next to her in chase is to do the same, and so are all the rest in regular succession; but if the

When more ships than one shall be in chase, and the Commander in Chief would recall some of them.

Sailing Instructions

signal should be hauled down before all the ships leave off chase, then those that are nearest the Chase are to keep on, till it shall be thought proper to make the signal again for calling them into the Squadron.

XXV.

Upon discovering a number of the Enemy's ships under Convoy.

If one or more of the Squadron in chase shall discover a number of the Enemy's ships under Convoy (that the Commander in Chief may be acquainted with their strength in order to dispatch ships after their Trade,) the ships that are nearest the Enemy are carefully to observe what number of Line-of-battle-ships the Convoy consists of, and to make the same known by hoisting a Spanish Flag at the Main-top-gallant-mast-head, which, upon being answered from the Commander in Chief by the same Signal, is to be lowered and hoisted as many times as they imagine there are ships of the Line, and He will do the same after them that they may know whether He judge of the signal properly; and if He should not, they are to repeat it in ten minutes after. And if by that signal it should appear that the Enemy are much inferior to His Majesty's Squadron, the ships are to expect the signal for all or some of them to chase.

XXVI.

If in pursuit of more of the Enemy's ships than one, and the headmost ship should bring-to any of them, and pass on without securing them.

If at any time the Squadron should be in pursuit of more of the Enemy's ships than one, and the headmost ship should bring-to any of them without boarding and securing them (in order to her better pursuing the rest,) she is to acquaint the Squadron by hoisting a white Flag at the Mizzen-top-mast-head and firing guns till the next ship to her shall answer by firing one gun, and that ship is afterward to make the same signal in case she passes on.

XXVII.

To go right ahead of the Commander in Chief to look out at such a distance as plainly to discern signals.

To keep the same distance right astern.

Upon seeing strange ships whilst on the look-out.

When the Commander in Chief would have a particular ship go right ahead of Him to look out, and keep at such a distance as plainly to discern signals, He will hoist a Flag half red and half white at the Mizzen-top-mast-head and make the signal for speaking with her Captain; and if to keep the same distance right astern, a blue Pendant will be hoisted at the same time over the Flag.—Whereupon such ship is to make sail accordingly, and upon seeing any strange ships to hoist,

if in the { *NE, an English Jack* ————— } *at the Fore-top-gallant*
 { *NW, the broadest Pendant she has* } *mast-head*
 { *SE, an English Jack* ————— } *at the Mizzen-top-mast-*
 { *SW, the broadest Pendant she has* } *head,*

which, being answered from the Commander in Chief by a blue Pendant at the Fore-top-gallant-mast-head, is to be lowered and hoisted again as many times as there are ships discovered, and after the Commander in Chief

Chief has again answered by lowering and hoisting the blue Pendant the same number of times, she is immediately to chase, unless the signal should be made for recalling her.—The ships of the Squadron are also to make known in the same manner the number of strange ships they discover, at any other time when they happen to be at such a distance that they judge the Commander in Chief will not be able to distinguish the signals appointed by the fourteenth article for that purpose; and to chase unless recalled.

To chase unless recalled.

Ships at a great distance from the Commander in Chief to make known in the same manner the number of strange ships they discover.

XXVIII.

When the Commander in Chief would have a particular ship go ahead to look out and keep two Points on His Starboard Bow at such a distance as clearly to discern signals, He will make the signal for speaking with her Captain and hoist a Flag striped yellow and white at the Mizzen-top-mast-head; but if to keep two Points on His Larboard Bow at the like distance, the same Flag will be hoisted in the Mizzen-shrouds; and if He would have any ship look out to Windward, or to Leeward, or on any Quarter of the Compass, at the same distance, her signal will be made for chasing that way, and an English Jack hoisted at the same time in the Mizzen-top-mast-shrouds.

To keep two Points on the Starboard Bow of the Commander in Chief to look out at such a distance as clearly to discern signals.

To keep two Points on His Larboard Bow at the like distance.

To look out at the same distance to Windward, or to Leeward, or on any Quarter of the Compass.

XXIX.

When, at any time in cruising, the Commander in Chief would have the Squadron spread in a Line abreast, each ship keeping at the distance of half a mile from the other, He will hoist a Flag striped red and white at the Mizzen-peak and fire a gun; and if He would have them spread in a Line ahead, and keep at the like distance, He will hoist a Flag chequered red and white at the same place and fire a gun: Whereupon every ship is to make sail into the station assigned her by the order of battle, (observing the method prescribed by the first and second articles of the following Fighting Instructions); and if a yellow pendant should be hoisted under the aforementioned Flags, the ships are then to keep at the distance of a mile asunder.

To spread in a Line abreast at half a mile's distance.

To spread in a Line ahead at the same distance.

To keep a mile asunder.

XXX.

Any ship (whilst formed as mentioned in the foregoing article) making the signal for seeing a sail, is to keep it flying till the ships next her shall take notice of it and repeat it; then she who first made the signal is to lower and hoist it again as many times as there are ships discovered, which is to be repeated by every ship between her and the Commander in Chief till He shall take notice of it by hoisting a blue Flag pierced with white at the Fore-top-gallant-mast-head; after which an equal number of the nearest ships to those discovered are to chase and endeavour to speak with them, and if

The signal for seeing a sail to be kept flying till taken notice of by the next ships, and to be repeated by them.

An equal number of ships to those discovered to chase.

they

they gain any intelligence relating to the Enemy, to acquaint the Commander in Chief with it immediately.

XXXI.

To close the Commander in Chief every evening.

Exception.

Every evening the ships are to close the Commander in Chief, so as to run no hazard of separation; and if He would have them close Him sooner, He will make the signal for calling in all Cruisers, which is to be repeated (with or without a gun, as may be necessary) by the ships at a distance, in case those without them do not immediately take notice of it: But if any ships should be in chase, an equal number of the headmost and nearest to the Chase are to pursue, provided they discover it to be an Enemy and have a likelihood of coming up with it, and all the rest are to close the Commander in Chief as before directed.

XXXII.

Ships chasing out of sight.

To make themselves known upon discovering the Squadron again.

If any ships of the Squadron shall at any time chase out of sight (which they are to be very careful not to do, unless they have reason to believe the Chase is an Enemy and have a good prospect of getting up with it) they are to set the Commander in Chief just before they lose sight of Him, and after leaving off chase to look out for Him, at or near the place where He then was, before they proceed to the appointed Rendezvous, and to make themselves known at joining again by hoisting
in Chief will answer by hoisting
, which the Commander

XXXIII.

If any Transports or Merchant-ships under convoy, for the Ships of War to draw from among them.

For the Convoy to lie-by.

For the Convoy to make sail.

For particular ships to stay by the Convoy

If the Squadron should have a number of Transports or Merchant-ships under convoy, and the Commander in Chief should think it necessary to form the Line-of-battle, either to attack or oppose a Squadron of the Enemy's ships, or to exercise His own, and would have the Ships of War draw from among the Convoy that they may be the readier to form or pursue, He will hoist a Flag chequered red and blue at the Mizzen-top-mast-head: And if, after that, He would have the the Convoy lie-by, altho' Himself with the Ships of War make sail, He will hoist an English Ensign at the Fore-top-gallant-mast-head; but if He would have the Convoy continue their Course and make sail, altho' Himself with the Ships of War alter the position of sailing or lie-by, He will hoist an English Ensign at the Mizzen-top-mast-head: And if, when He shall make any of these signals, He would have any of the Ships of War stay by the Convoy, He will make such Ships signals and hoist a Flag striped blue and white at the Mizzen-top-mast-head; the Senior Officer of which Ships is, for the better direction of the Convoy, immediately to display his Jack, Ensign and Pendant, and

and Signals by day.

9

to keep them flying till he shall observe all the Convoy take notice of him.

XXXIV.

If at any time the Commander in Chief would have a particular ship go and close any straggling ships of the Convoy, He will make her signal for chasing on that Quarter, and hoist a yellow Pendant in the Mizzen-shrouds over the Flag.

To go and close any straggling ships of the Convoy.

XXXV.

If in time of cruising there should be any disabled ships or prizes in company, and, upon making sail, the Commander in Chief would have a particular ship stay by them, He will make such ship's signal and hoist a yellow Flag in the Mizzen-shrouds; and if He should afterward find it necessary for her to leave them and follow Him, He will hoist a Dutch Flag at the Mizzen-peak.

To stay by any disabled ships or Prizes.

XXXVI.

If at any time the Commander in Chief would have a particular ship make sail upon either Quarter of the Compass to take any Merchant Vessel, Transport, Tender, or Prize, in tow, He will make such ship's signal and hoist the chasing Flag for that Quarter at the Ensign-staff,

To take any Merchant Vessel, Transport, Tender, or Prize in tow.

XXXVII.

When the Commander in Chief would have a particular ship go right ahead of Him in the night, and keep at a miles distance, carrying a Light at her Ensign-staff, He will at Sun-set make that ship's signal and hoist a blue Flag pierced with white at the Mizzen-top-mast-head.

To keep ahead in the night and carry a Light.

XXXVIII.

When the Commander in Chief would have any ship of the Squadron make sail to Windward, or to Leeward, or upon either Quarter of the Compass, to make the Land, He will make her signal to chase that way, and at the same time hoist the Standard at the Fore-top-gallant-mast-head; whereupon such ship is to make the best of her way accordingly, and, when she shall have made the Land, to return to the Squadron with her Ensign spread at her Fore or Main-top-gallant-mast-head, which is to be kept flying till answered from the Commander in Chief by a blue Pendant at the Fore-top-gallant-mast-head.

To make the Land.

Sailing Instructions

XXXIX.

On sounding and finding ground.

If, when sailing or lying-by, any particular ship should sound and find ground, she is to hoist an English Jack at her Main-top-gallant-mast-head, which, being answered from the Commander in Chief by hoisting His Ensign, is to be lowered and hoisted once for every ten fathoms, and in case of odd fathoms to be hoisted only half-staff up.

XL.

Upon discovery of danger.

The twelfth article of the Day Signals appointed by the General Printed Instructions to be made upon discovery of danger, requiring too much time in the execution, the following signal is to be made in it's stead.

Any ship discovering danger is to tack or bear-up from it, hoist her Ensign half-staff up, and fire a gun; but if she should strike and stick fast, she is to continue firing guns till all the ships in the Squadron have observed her, by endeavouring to avoid the danger.

XLI.

Going into port.

When going into port the ships are to follow the Commander in Chief according to seniority, in order to prevent any accident by running foul of each other: But if the Commander in Chief should observe any ships can fetch in, though He cannot, and would have them do so, He will make their signals and hoist a blue Flag with a red cross at the Mizzen-top-mast-head, and fire a gun.

XLII.

To prepare to anchor.

When the Commander in Chief would have the Squadron prepare to anchor, He will fire a gun and hoist a Flag striped red, white, and blue, at the Mizzen-peak (instead of hoisting it at the Ensign-staff as appointed by the twentieth article of the Day Signals in the General Printed Instructions.)

XLIII.

For the boats of the Squadron to tow a particular ship.

If at any time there should be occasion for the assistance of the boats of the Squadron to tow any particular ship the Commander in Chief will make the signal appointed by the General Printed Instructions for such boats manned and armed, and hoist a blue Flag pierced with white at the Ensign-staff; whereupon they are, without repairing,

on

and Signals by day.

II

on board Him, to proceed immediately to the assistance of the ship whose signal will be shewn at the same time.

XLIV.

If at any time the boats of the Squadron should be in chase, and the Commander in Chief would have them leave off chase, and return to their respective ships, He will hoist a Flag half red and half white at the Fore-top-gallant-mast-head, and fire a gun.

For the boats of the Squadron (when chasing) to leave off chase.

SAILING

SAILING INSTRUCTIONS

A N D

SIGNALS by night.

I.

The Night-Signals appointed by the General Printed Instructions to be made with the Lights only, except

When sailing upon a wind, to bring-to and lie-by.

When sailing large or before the Wind, to bring-to and lie-by on the Starboard Tack.

On the Larboard Tack,

And to make fail after lying by:

But in bad weather the signals will be made as directed in the said Instructions.

IT being necessary in cruising that all signals should be made with as few guns as possible, the Night Signals appointed by the General Printed Instructions will therefore in moderate weather be made with the Lights only, except on the following occasions, viz.

If when sailing upon a wind, the Commander in Chief would have the Squadron brace-to and lie-by, He will shew *four Lights of equal height in the Fore-shrouds, and fire one gun:*

If, when sailing large or before the wind, He would have the Squadron bring-to, and lie-by with their Starboard Tacks on board, He will likewise shew *four Lights of equal height in the Fore-shrouds, and fire one gun;* but if with the Larboard Tacks on board, He will shew *the same number of Lights of equal height in the Mizzen-shrouds, and fire two guns:*

And when he would have the Squadron make fail after lying-by, He will *fire two guns, and hoist one Light at the Mizzen-peek, and two at the Ensign-staff,* which latter shall be at a greater distance asunder than when the signal is made for tacking, so that the lowermost Light may be about the same distance from the uppermost, as from the Light carried in the Stern-lantern.

Nevertheless if it should be bad weather, or any of the ships should be at a distance, or it shall on any other account be judged necessary, the Commander in Chief will make the signals as directed in the said Instructions.

II.

The fourth article of the Night Signals appointed by the General Printed Instructions not being so plain, but that it is liable to be misunderstood, the following signals are to be observed in it's stead, viz.

To wear and lie-by on the other Tack.

If, when sailing upon a wind, or lying-by, the Commander in Chief would have the Squadron wear and lie-by on the other Tack, He will hoist *one Light at the Mizzen-peek and fire three guns;*

But

But if He would have them wear and make fail by the wind on the other Tack, He will hoist *one Light at the Mizzen-peek* and fire two Guns; To wear and make sail on the other Tack.

And if He would have them wear and fail large or before the wind, He will hoist *two Lights at the Mizzen-peek and fire four guns*; To wear and fail large or before the wind.

Upon either of which signals being made, the sternmost and leewardmost ships are immediately to bear up, and no ship is on any account to wear until the ship to leeward of her shall have done so.

III.

Whenever the signal shall be made for the Squadron either to tack or wear, each ship is to hoist a Light at her Mizzen-peek, and not to take it in till she shall be come to the wind on the other Tack. Every ship to shew a light when the signal is made to tack or wear.

IV.

If, when failing large or before the wind, the Commander in Chief would have the Squadron haul to the wind and sail with the Starboard Tacks on board, He will shew *one Light at the Ensign-staff, and one in the Mizzen-shrouds and fire one gun*; but if with the Larboard Tacks on board, He will shew *two Lights (one over the other) in the Fore-shrouds, and fire two guns.* When failing large or before the wind, to haul to the wind and sail with the Starboard Tacks on board. With the Larboard.

V.

Any ship in the Squadron discovering a strange sail is to make the same known by hoisting, Upon discovery of strange ships.

if in the

NE, one Light	one under another	}	at the Mizzen-peek.
NW, two Lights			
SE, three Lights			
SW, four Lights			

and, upon being answered from the Commander in Chief by one Light at the Ensign-staff, to burn as many false fires as there are ships discovered. After which, if the Commander in Chief would have such ship chase, He will burn *two false fires*; and in case He would have the ship that shall afterward be the nearest to those discovered, chase likewise, He will burn *two false fires more* in a small space of time after. And if the Commander in Chief should Himself chase any strange ships, He will hoist the signal Lights to shew on which Quarter of the Compass, and fire a gun. To chase.

VI.

To give over chase.

When the Commander in Chief would have the ships give over chase, He will fire *two guns* (*one immediately after the other* :) But if, when the said signal shall be made, the ships discover their Chase to be an Enemy, they are to make the same known by firing two guns (at half a minute's distance of time from each other) and continue to pursue till recalled by the signal being repeated.

VII.

If in pursuit of a number of the Enemy's ships, and the headmost brings to any of them and passes on without taking possession of them.

In case the Squadron should be in pursuit of a number of the Enemy's ships, and the headmost ships should bring-to any of them without boarding and securing them (in order to their better pursuing the rest,) they are to make the same known by

; whereupon the sternmost ships of the Squadron, or those that can do it with the least inconvenience, are to keep a careful look-out for such of the Enemy's ships, and to take possession of them.

VIII.

If the Commander in Chief would speak with the ships ahead of Him, or astern.

When the Commander in Chief would speak with the ships ahead of Him, He will put abroad *three Lights in a triangular form at the Bow-sprit-end*; and if with the ships astern of Him, *one Light in the Mixen-top and one Light at each arm of the Cross-jack-yard*; with or without a gun, as there may be occasion. Whereupon the several ships ahead, or astern, are to come within hail of Him successively, till the signal shall be taken in or each of them have been spoken to.

IX.

To speak with the Commander in Chief.

Any ship in the Squadron having occasion to speak with the Commander in Chief is to shew one Light at each arm of the Fore-top-fail-yard.

X.

For all Lieutenants.

When the Commander in Chief would have a Lieutenant from each ship in the Squadron come on board Him, He will hoist *three Lights at the Ensign-staff*.

SAILING INSTRUCTIONS

A N D

SIGNALS in a fog.

I.

WHEN the Commander in Chief would have the Squadron *To unmoor.*
unmoor, He will fire *three guns.*

II.

When the Squadron shall be failing large or before the wind, and *When failing large or before the wind, to alter the Course.*
the Commander in Chief shall find it proper to alter the Course; if
to Starboard, He will fire *three guns*; if to Port, *five*; and four minutes
after, *a gun each half minute* for so many Points of the Compass as
shall be altered from the Course before steered.

III.

When failing upon a wind, if the Commander in Chief shall find *When failing upon a wind, to pay away large.*
it proper to pay away large, He will fire *seven guns*; and four minutes
after, *a gun each half minute* for so many Points of the Compass as
He shall go from the wind.

IV.

When failing upon a wind, if the Commander in Chief would have *When failing upon a wind, to wear.*
the Squadron wear, He will fire *three guns*. Whereupon the stern-
most and leewardmost ships are to wear immediately, and to continue
the same sail they had on the other Tack.

V.

If the Commander in Chief should think fit to bring-to and lie-by, it will Lying-to.
be with the Main-top-sail to the Mast, (and not with the Head-sails to the
Mast,

The Commander in Chief will fire a gun every four hours.

Mast, as appointed by the third article of the General Printed Instructions for sailing in a fog) unless the Top-sails should be banded, and in that case He will lie-to under the Fore-sail and Mizzen, or such other sail as shall be found most convenient according to the weather that shall prevail at the time; but in either case His Helm will be kept half a turn a-lee. And that the ships may be able to discern whether they come up with Him, or fall astern, He will whilst lying-to, fire a gun every four hours.

VI.

When lying-to, to wear and lie-to on the other Tack.

If the Squadron should be lying-to, and the Commander in Chief should think it necessary to wear and lie-to on the other Tack, He will fire three guns; and as soon as He has wore and brought-to He will fire three more.

VII.

When steering by the wind, to alter the Course, as the wind shifts, &c.

During the fog, the ships, if before steering by the wind, are to alter their Course by the wind as it shifts either way, and to keep always on the same Tack, till some signal be made for altering the Course by tacking or bearing-up. And if from any change of wind, either after a calm or by it's suddenly shifting, the Commander in Chief should be put on the contrary Tack to that on which He was before sailing, and He should choose to remain so, the signal will be made for the Squadron to tack also, which is to be understood as for changing from the Tack whereon they sailed before the alteration of wind happened; and should the wind by such alteration become favourable for sailing large on the Course He intends to steer, He will (as soon after as He thinks the signal for tacking has been complied with) make the signal appointed by the third article for altering the Course, according to the number of Points He keeps from the wind on the tack last changed to.

VIII.

To fire muskets and beat drums whilst on the Starboard Tack, and on the Larboard to fire muskets and ring bells.

In order to prevent as much as possible the accidents that may happen by any of the Squadron being taken in Stays, the ships whilst on the Starboard Tack are to fire muskets and beat drums, and on the Larboard Tack to fire muskets and ring bells; which is to be particularly observed in the execution of the latter part of the fifth and sixth articles of the General Printed Instructions for sailing in a fog.

FIGHTING INSTRUCTIONS

A N D

SIGNALS by day.

I.

WHEN the signal shall be made for the Squadron to draw into a Line-of-battle, one ship ahead of another, by hoisting an Union Flag at the Mizzen-peek and firing a gun, the ships are to make all the sail they can into their respective stations, and keep at the distance of two cables length asunder, those which shall happen to be to windward, at the time of making the signal, forming the Van of the Line, and those to Leeward the Rear; but if the Commander in Chief would have them keep only a cable's length asunder, He will hoist a blue Flag with a red cross under the Union Flag at the Mizzen-peek and fire a gun: And it is to be observed that whenever the Squadron shall be in a Line ahead, the Course is to be taken from the leading ship, the others in succession being always to be guided therein by their Seconds ahead.

To draw into a Line-of-battle one ship ahead of another, and keep two cables length asunder.

To keep only a cable's length asunder.

When in a Line ahead, the Course to be taken from the leading ship.

II.

When the Commander in Chief would have the Squadron draw into a Line-of-battle, one ship abreast of another, and keep at the Distances directed in the foregoing article, the ships that shall happen to be on the Starboard Quarter, at the time of making the signal, forming the Starboard Wing of the Line, and those on the Larboard Quarter, the Larboard Wing; He will hoist a blue Pendant, under the Flags therein-mentioned, at the Mizzen-peek and fire a gun.

To draw into a Line abreast.

III.

If the Commander in Chief would have the Squadron, when on a wind, draw into a Line on each others Bow and Quarter, and keep at the distances directed in the first article, those ships which shall happen to be to Leeward, at the time of making the signal, forming the Van of the Line, and those to Windward the Rear, and all the ships

When on a wind, to form a Line on each others Bow and Quarter.

E

ships

Fighting Instructions

ships from the Van to the Rear, bearing from each other on the Point of the Compass whereon they will lie on the other Tack (always taking it from the Centre;) He will hoist a red Pendant, under the Flags mentioned in the said article, at the Mizzen-peek and fire a gun: And if He should afterward tack in order to bring the Squadron into a Line ahead, the ship that becomes the headmost is to continue leading.

IV.

To draw into a Line-of-battle and bear on particular Points of the Compass from each other.

When the Commander in Chief would have the Squadron draw into a Line-of-battle and regulate themselves by bearing on some particular Point of the Compass from each other, without having any regard to their being abreast or ahead of one another, but always steering the same course as the Commander in Chief; He will make the signal expressed against the Points of the Compass in the following table; and, if He would have them keep at the distance of two cable's length afunder, fire one gun; but if He would have them keep only a cable's length afunder, He will fire two guns.

If to bear from each other.	Signal.
North and South NbE. and SbW. NNE. and SSW. NEbN. and SWbS.	<i>A Flag striped blue and white at the Mizzen-peek.</i> <i>A red</i> <i>A white</i> <i>A blue</i>
NE. and SW. NEbE and SWbW. ENE. and WSW. EbN. and WbS.	<i>A blue Flag pierced with white at the Mizzen-peek.</i> <i>A red</i> <i>A white</i> <i>A blue</i>
East and West. EbS. and WbN. ESE. and WNW. SEbE. and NWbW.	<i>A red Flag with a white cross at the Mizzen-peek.</i> <i>A red</i> <i>A white</i> <i>A blue</i>
SE. and NW. SEbS. and NWbN. SSE. and NNW. SbE. and NbW.	<i>A yellow Flag at the Mizzen-peek.</i> <i>A red</i> <i>A white</i> <i>A blue</i>

V.

When in a Line-of-battle, for all the ships to alter their Course and preserve the same bearings and distance from each other as before.

When sailing in a Line-of-battle (either ahead, abreast, or in any other position,) and the Commander in Chief would have all the ships alter their course at one and the same time, still preserving their bearings and distance from each other as before, always taking it from the Centre;

Centre; if to Starboard, He will hoist *a blue Flag with a red cross* at *To Starboard.*
the Main-top-gallant-mast-head and fire a gun; if to Port, a Flag chequered *To Port.*
red and white at the same Place and fire a gun; and after the signal has
 been repeated, He will fire one gun for every Point of the Compass He *The number of Points*
would have the Course altered: Whereupon every ship in the Line is
 immediately to alter her Course accordingly, without waiting for the
 number of guns being repeated.

VI.

When sailing in a Line-of-battle ahead, and the Commander in Chief would have the ship that leads alter her Course, and the rest of the ships get into her Wake, still preserving the Line ahead; He will hoist *a white Pendant under the Flags mentioned in the foregoing article* at *the Main-top-gallant-mast-head and fire a gun*; and after the signal has been repeated, He will fire one gun for every Point of the Compass He would have the Course altered: Whereupon the leading ship is immediately to alter her Course accordingly, without waiting for the number of guns being repeated, and the rest of the ships in the Line are to get into her Wake as fast as possible.

When in a Line-of-battle ahead, for the leading ship to alter her Course, and the rest of the ships to get into her Wake, still preserving the Line ahead.

VII.

If the signal should be made for the headmost ship to tack first, whilst in a Line-of-battle, the ship that then leads is to continue leading on the other Tack after she shall be about, and the rest of the ships in the Line are to follow her in the same order they did on the former Tack.

If the signal should be made for the headmost ship to tack whilst in a Line-of-battle, the ship that then leads is to continue leading on the other Tack.

VIII.

If, when sailing in a Line-of-battle ahead, the Commander in Chief should make the signal for the whole Squadron to tack together, and at the same time hoist a red Pendant under the signal for the Line ahead, every ship when about is carefully to preserve the same bearing as before the signal was made. For instance, if they were drawn up in a Line NE. and SW. all their Main-masts when about are to bear on those Points of the Compass from each other, taking it from the Centre, and making or shortening sail so as to preserve their stations with the distance prescribed by the signal; but in case the wind should shift, their Main-masts are to bear from each other on the Points of the Compass whereon they will lie on the other Tack (always allowing twelve Points,) so that whenever they put about again, they may be in a direct Line ahead.

If the signal should be made for the whole Squadron to tack together whilst in a Line ahead, for the ships to preserve the same bearing from each other as before.

IX.

Fighting Instructions.

IX.

When in a Line ahead, to form a Bow and Quarter Line, the headmost ship tacking first and continuing to lead.

When the Squadron shall be in a Line-of-battle ahead, and the Commander in Chief would have them form a Line on each others Bow and Quarter, the headmost ship tacking first and continuing to lead, and the rest of the ships forming in succession as they are about, He will make the signal for the headmost ships to tack first, and at the same time hoist a red Pendant under the signal for the Line ahead.

X.

When in a Line ahead, to wear and form a Bow and Quarter Line on the other Tack.

When the Squadron shall be in a Line-of-battle ahead, and the Commander in Chief would have them wear and form a Bow and Quarter Line on the other Tack, He will hoist a Flag chequered blue and yellow at the Main-top gallant-mast-head, The leading ship is then to wear first, and steer four Points from the Course whereon she will lie on the other Tack, until all the ships have wore in succession and formed a direct Line after her; and whenever the chequered Flag shall be hauled down and a red Pendant hoisted under the signal for the Line ahead (at which time a gun will be fired,) the ships are to come to the wind together and the Bow and Quarter Line will be formed.

XI.

To form the Line-of-battle ahead by the second ship's passing the headmost, and so on till the sternmost becomes the Leader.

When the Squadron shall be in a Bow and Quarter Line (or in any other position that will admit of it,) and the Commander in Chief would have the Line ahead formed by the second ship's passing the headmost, and so on in regular succession till the sternmost becomes the Leader, and the headmost brings up the rear, He will hoist a yellow Pendant under the Signal for the Line ahead and fire a gun; and as soon as the Line is formed the Pendant will be taken in.

XII.

When in a Line-of-battle, to keep the same distance asunder those ships do that are next the Commander in Chief. For the ships ahead, or on the Starboard Beam, to close to the Centre.

In sailing in a Line-of-battle, every ship is to keep at the same distance those ships do that are next the Commander in Chief, always taking it from the Centre: And if at any time the Commander in Chief shall think the ship next ahead of Him, or next on His Starboard Beam, is at too great a distance, He will make the same known to her by putting abroad a common Pendant at the Jibb-boom-end, which will be kept flying till she is closed to the proposed distance; and if that ship shall find the next ahead of her, or the next on her Starboard Beam, is at a greater distance from her than she is from the Ship of the Commander

in

in Chief, she is to make the same signal and keep it flying till the other shall be closed to the proper distance; and so on to the Van, or the outermost ship of the Starboard Wing of the Line.

XIII.

But when the Commander in Chief shall think the Ship next astern of Him, or next on His Larboard Beam, is at too great a distance, He will make it known to her by putting abroad a common Pendant at the Cross-jack-yard-arm, which will be kept flying till she is closed to the proposed distance; and if that ship shall find the next astern of her, or the next on her Larboard Beam, is at a greater distance from her than she is from the ship of the Commander in Chief, she is to make the same signal and keep it flying till the other shall be closed to the proper distance; and so on to the Rear, or the outermost ship of the Larboard Wing of the Line.

For the ships astern, or on the Larboard Beam, to close to the Centre.

XIV.

And if at any time the Captain of any particular ship in the Line shall think the ship without him at a greater distance than the ships which are next the Centre, he is to make the same known to her by the signal appointed for that purpose in either of the two foregoing articles; whereupon such ship is immediately to close to the proper distance.

For any particular ship to close her Second.

XV.

If the Squadron should happen to be in two Divisions, and the Commander in Chief would have them form themselves into separate Lines-of-battle, one ship ahead of another at the distance of a cable's length asunder, and each Division to be abreast of the other, when formed, at the distance of two cable's length asunder, He will hoist a Flag chequered blue and yellow at the Mizzen-peak and fire a gun.

If the Squadron should be in two Divisions, for them to form in separate Lines-of-battle.

XVI.

If the Commander in Chief should make the signal appointed by the fifteenth article of the General Printed Fighting Instructions for bringing-to in a Line-of-battle, the ships are to bring-to with the Main-top-sail to the Mast, instead of bracing their Head-sails to the Mast as is there prescribed.

Bringing-to in a Line-of-battle.

XVII.

If at any time the Commander in Chief shall think it necessary to alter the disposition of the ships in the Line-of-battle, and would have

To change stations in the Line.

Fighting Instructions

any two of them change stations with each other, He will make the signal for speaking with the Captains of such ships and hoist a *Flag chequered red and blue at the Main-top-gallant-mast-head.*

XVIII.

The whole Squadron being in chase, to engage the Enemy in succession as they may happen to get up.

If the Commander in Chief should chase with the whole Squadron, and would have those ships that are nearest attack the Enemy, the headmost opposing their sternmost, the next passing on under the cover of her fire and engaging the second from the Enemy's Rear, and so on in succession as they may happen to get up, without respect to seniority, or the prescribed Order-of-battle, He will hoist a *Dutch Flag at the Main-top-gallant-mast-head and fire a gun*, keeping at the same time the signal for chase flying.

XIX.

The whole Squadron being in chase, for some of the headmost ships to draw into a Line-of-battle ahead,

If at any time, when the whole Squadron shall be in chase, the Commander in Chief would have a certain number of ships that are nearest the Enemy draw into a Line-of-battle ahead, in order to engage the ships in their Rear, endeavouring at the same time to get up with the Van, he will hoist a *red Flag with a white cross at the Main-top-gallant-mast-head and fire*

one gun, } if He would have { *five ships* } draw into a Line a-
three guns, } { *seven ships* } head of each other:
 Whereupon those ships are immediately to form the Line without any regard to seniority or the general form delivered, but according to their distances from the Enemy, viz. the headmost and nearest ship to the Enemy is to lead, and the sternmost to bring up the rear, that no time may be lost in the pursuit; and the rest of the ships are to form and strengthen that Line as they get up, without paying any respects to the prescribed Order-of-battle.

and the rest to strengthen that Line as they get up.

XX.

When turning to windward on the Enemy, the headmost and sternmost ships to make known when they can weather them.

If the Squadron should be turning to windward on the Enemy in a Line-of-battle, the headmost ship is to make known when she can weather them by hoisting a common Pendant at the Mizen-top-mast-head, which is to be repeated by every ship between her and the Commander in Chief until He make the same signal; and if He should think proper to stand on till the sternmost ship can weather them, she is to make the same known by hoisting a common Pendant at the Fore-top-gallant-mast-head, which is to be repeated as before. The sternmost ship is likewise to do so, whenever the Squadron shall be to windward of the Enemy and her Commander shall think himself far enough astern of their Rear to lead down out of their Line-of-fire.

XXI.

XXI.

If the Squadron should be sailing in a Line-of-battle ahead, to windward of the Enemy, and the Commander in Chief would have the Course altered in order to lead down to them, He will hoist *an Union Flag at the Main-top-gallant-mast-head and fire a gun.* Whereupon every ship in the Squadron is to steer for the ship of the Enemy, which, from the disposition of the two Squadrons, it must be her lot to engage; notwithstanding the signal for the Line ahead will be kept flying; making or shortening sail in such proportion as to preserve the distance assigned by the signal for the Line, in order that the whole Squadron may, as near as possible come to action at the same time.

When in a Line-of-battle ahead to windward of the Enemy, to lead down to them, and every ship to steer for her opponent.

XXII.

If the Squadron should be in a Bow and Quarter Line to windward of the Enemy (or in any other position that will admit of it,) and the Commander in Chief would have the headmost ship lead down out of their Line-of-fire, and attack their Rear, He will hoist *a Dutch Flag at the Main-top-gallant-mast-head and fire a gun.* The second from the Leader is then to pass on under the cover of her fire and attack the second ship from the Enemy's Rear, and so on until the sternmost ship becomes the Leader and opposed to the Enemy's Van.

The headmost ship to attack the Enemy's Rear, and so on in succession till the sternmost become the Leader and opposed to the Enemy's Van.

XXIII.

If at any time, whilst engaged with the Enemy, the Commander in Chief shall judge it necessary to come to a closer engagement, He will hoist *a Flag half blue and half white under the signal for engaging at the Fore-top-gallant-mast-head and fire a gun;* whereupon every ship is to engage the Enemy as close as possible.

To come to a closer engagement

XXIV.

In case of meeting with an Enemy inferior to His Majesty's Squadron, if the Commander in Chief would have any of the smaller ships quit the Line, that those of the greatest force may be opposed to the Enemy, He will put abroad the signal for speaking with the Captains of such ships as He would have quit the Line and hoist *a Flag striped yellow and white at the Main-top-gallant-mast-head:* Whereupon the next ships are immediately to close up the Line, and those that have quitted it are to hold themselves in readiness to assist any ship that may be disabled or hard prest, or to take her station if she should be obliged to go out of the Line; in which case the strongest ship that is withdrawn

Upon meeting with an Enemy of inferior force, for some of the smallest ships to quit the Line.

drawn from the Line, is strictly enjoined to supply her place and fill up the vacancy.

XXV.

Upon meeting with an Enemy with Merchant-ships underconvoy, for some of the ships to fall under the Convoy.

And in case of meeting with a Squadron of the Enemy's Ships of War, with Merchant-ships under their convoy; if the Commander in Chief (tho' the signal for the Line-of-battle should be out) would have any of the Frigates that are out of the Line, or any of the ships in the Line, fall upon the Convoy whilst the others are engaged, He will hoist *a Flag striped yellow and white at the Main-top-gallant-mast-head with a white Pendant under it*, and make the signal for speaking with the Captains of such ships as He would have perform that service.

XXVI.

Upon meeting with an Enemy of inferior force, such ships of the Squadron as shall be over and above the number of them are to quit the Line (tho' no signal be made for that Purpose) and rake the Enemy's Van and Rear.

But in Case of meeting with a Squadron of the Enemy's ships inferior in number to His Majesty's Squadron, and the Commander in Chief should not make either of the signals mentioned in the two foregoing articles, those ships over and above the number of the Enemy, that happen to fall in either ahead of their Van, or astern of their Rear, are hereby directed, whilst the rest of the ships are engaged, to quit the Line (notwithstanding the first part of the twenty-fourth article of the General Printed Fighting Instructions to the contrary) and endeavour to distress the Enemy by raking the ships of their Van and Rear; having a regard at the same time to the latter part of the twenty-fourth article of these Instructions, in case any of His Majesty's ships should be disabled or obliged to go out of the Line.

XXVII.

For the Fire-ships to prime.

When the Commander in Chief would have the Fireships prime, He will hoist *a Pendant chequered blue and yellow at the Main-top-gallant-mast-head, and fire a gun*; but if the Squadron should at any time be in chase of the Enemy's Fleet, the Fireships are to prime as fast as possible, whether the signal be made or not.

XXVIII.

The ships to be held in constant readiness for action; and in case of engaging, a boat to be kept manned and armed, &c. on the off-side from the Enemy.

Every ship in the Squadron is to be held in constant readiness for action; and, in case of coming to an engagement, a boat is to be kept manned and armed with hand and fire-chain grapnels, &c. on the off-side, to be ready to assist, as well any ship that may be attempted by the Fireships of the Enemy, as our own Fireships, should they be ordered on service.

FIGHTING INSTRUCTIONS

A N D

SIGNALS by night.

I.

IF the Commander in Chief would have the Squadron draw into a Line-of-battle ahead, He will shew *two Lights in the Main-top-sprouts one above the other, with or without a gun, as there may be occasion.* To draw into a Line-of-battle ahead.

II.

When the Squadron shall be in a Line-of-battle ahead, and the Commander in Chief would have them tack, and preserve the same Order-of-battle after they shall be about, He will *(in addition to the usual signal for tacking)* shew *two Lights, one under the other at the Bow-sprit-end*; whereupon the headmost ship is to tack first, and continue to lead, the rest of the ships tacking in her Wake, and forming a direct Line after her. When in a Line-of-battle ahead, to tack in the Wake of each other.

I N D E X

I N D E X to the

N.B. The black figures refer to the articles of the Sailing Instructions, and the red to those of the Fighting.

	Main-top-gallant-mast-head.	Fore-top-gallant-mast-head.	Mizen-top-mast-head.	Main-shrouds.	Mizen-shrouds.	Mizen-top-mast-shrouds.	Mizen-peak.	Ensign-staff.	Jib-boom-end.	Cross-jack-yard-arm.
The Top-sails loosed	—	—	—	—	—	—	—	—	—	—
The Top-sail sheets hauled home	—	—	—	—	—	—	—	—	—	—
Standard	—	38 & a chasing	—	—	Flag in the	—	Mizen-shrouds	—	—	—
Dutch	48 22	16 16	—	—	—	—	35	—	—	—
Spanish	25	—	—	—	—	—	—	—	—	—
White	—	20 31	26	—	—	—	—	14	—	—
Yellow	—	—	16	—	35	—	4	—	—	—
Ditto—with either a red, white, or blue Pendant under it	—	—	—	—	—	—	4	—	—	—
Red with a white cross	19	24	—	—	—	—	4	36	—	—
Ditto—with either a red, white, or blue Pendant under it	—	—	—	—	—	—	4	—	—	—
White with a red cross	—	—	—	—	—	—	—	13	—	—
Blue with a red cross	5	24	41	—	—	—	—	36	—	—
Ditto—with a white Pendant under it	6	—	—	—	—	—	—	—	—	—
Blue pierced with white	1	23 30 18	37	—	—	—	4	43	—	—
Ditto—with either a red, white, or blue Pendant under it	—	—	—	only half mast up	—	—	4	—	—	—
Half red and half white	7	44	27	—	—	—	—	—	—	—
Ditto—with a blue Pendant over it	—	—	27	—	—	—	—	—	—	—
Half blue and half white	11	24	—	—	—	—	2	36	—	—
Ditto—under the signal for engaging	—	23	—	—	—	—	—	—	—	—
Chequered red and white	5	—	10 & a chasing	—	Flag in the	29	Mizen-shrouds	—	—	—
Ditto—with a yellow Pendant under it	—	—	—	—	—	29	—	—	—	—
Ditto—with a white Pendant under it	6	—	—	—	—	—	—	—	—	—
Chequered red and blue	17	—	33	—	—	—	12	—	—	—
Chequered blue and yellow	10	—	4	—	—	—	15	—	—	—
Ditto—with a red Pendant over it	—	—	4	—	—	—	—	—	—	—
Striped red, white, and blue	—	24	—	—	—	—	42	36	—	—
Striped red and white	—	—	—	—	—	—	29	—	—	—
Ditto—with a yellow Pendant under it	—	—	—	—	—	—	29	—	—	—
Striped blue and white	17	—	33	—	—	—	4	—	—	—
Ditto—with either a red, white, or blue Pendant under it	—	—	—	—	—	—	4	—	—	—
Striped yellow and white	24	—	28	—	28	—	—	—	—	—
Ditto—with a white Pendant under it	25	—	—	—	—	—	—	—	—	—
Red English Ensign	—	33	33	3	—	—	—	—	—	—
White English Ensign	—	33	33	3	—	—	—	—	—	—
Blue English Ensign	—	33	33	3	—	—	—	—	—	—

F L A G.

Signals by day.

	Main-top-gallant-mast-head.	Fore-top-gallant-mast-head.	Mizen-top-mast-head.	Main-shrouds.	Mizen-shrouds.	Mizen-top-mast-shrouds.	Mizen-peck.	Ensign-staff.	Jib-boom-end.	Cross-jack-yard-arm.
Union	21	7 9	—	—	—	28 & Mizen	1 chasing 8 Miz. shrouds	8	Flag in the	—
Ditto—with a blue Pendant under it	—	—	—	—	—	—	2	—	—	—
Ditto—with a red Pendant under it	—	—	—	—	—	—	3	—	—	—
Ditto—with a yellow Pendant under it	—	—	—	—	—	—	11	—	—	—
Ditto—with a common Pendant over it	—	—	—	—	—	—	—	9	—	—
Ditto—and a blue Flag with a red cross under it	—	—	—	—	—	—	1	—	—	—
Ditto—and a blue Flag with a red cross and blue Pendant under it	—	—	—	—	—	—	2	—	—	—
Ditto—and a blue Flag with a red cross & a red Pendant under it	—	—	—	—	—	—	3	—	—	—
Ditto—and a blue Flag with a red cross & a yellow Pendant under it	—	—	—	—	—	—	11	—	—	—
Ditto—with a red Pendant under it; the signal for the headmost ship to tack first being made at the same time	—	—	—	—	—	—	9	—	—	—
Ditto—and a blue Flag with a red cross and a red Pendant under it; the signal for the headmost ship to tack first being made at the same time	—	—	—	—	—	—	9	—	—	—
Ditto—with a red Pendant under it; the signal for the whole Squadron to tack together being made at the same time	—	—	—	—	—	—	8	—	—	—
Ditto—and a blue Flag with a red cross and a red Pendant under it; the signal for the whole Squadron to tack together being made at the same time	—	—	—	—	—	—	8	—	—	—
Chequered blue and yellow	27	—	—	—	—	—	—	—	—	—
Common	—	—	—	—	—	—	10	—	12	13
Blue	—	27 38	—	—	—	—	—	—	—	—
Yellow	—	—	—	—	—	34 over a chasing Flag.	15 & a chasing Flag in the Miz. shroud	—	—	—

Made by private Ships.

Union	39	27	27	—	—	—	—	8	—	—
Ditto—with a common Pendant over it	—	—	—	—	—	—	—	9	—	—
French	23	—	26	—	—	—	14	14	—	—
Spanish	25	—	—	—	—	—	—	—	—	—
Dutch	—	20	22	—	—	—	{ 14 22	14	—	—
Red English Ensign	38	38	—	—	—	—	21	{ 40 half staff	up	
White English Ensign	38	38	—	—	—	—	—	{ 40 half staff	up	
Blue English Ensign	38	38	—	—	—	—	—	{ 40 half staff	up	
Common Pendant	17	{ 27 20	27 20	—	—	—	10	—	{ 12 14	{ 13 14

INDEX to the Signals by Night.

Guns.	Full Fire.	Lights.	How disposed.
1	—	1	At the Ensign-staff
1	—	1	At the Mizzen-peak
2	—	1	At the Mizzen-peak
3	—	1	At the Mizzen-peak
1	—	2	One under the other at the Mizzen-peak
1	—	{ 1 At the Ensign-staff and 1 In the Mizzen-shrouds }	
2	—	2	One over the other in the Fore-shrouds
4	—	2	At the Mizzen-peak
with or without a gun.	{	2	In the Main-top-mast-shrouds (one above the other)
—	—	2	One under the other at the Bow-sprit-end, in addition to the signal for tacking
—	—	3	On the Ensign-staff
with or without a gun.	{	3	In a triangular form at the Bow-sprit-end
—	—	{ 1 In the Mizzen-top and 2 At each arm of the Cross-jack-yard }	
1	—	3	One under another at the Mizzen-peak
2	—	{ 1 At the Mizzen-peak and 2 At the Ensign-staff }	
1	—	4	One under another at the Mizzen-peak
1	—	4	Of equal height in the Fore-shrouds
2	—	4	Of equal height in the Mizzen shrouds
—	2	—	
2	fired quick.	—	
Made by private Ships.			
—	—	1	At the Mizzen-peak
—	—	1	At each arm of the Fore-top-sail-yard
—	one	1	At the Mizzen-peak
—	or	2	
—	more	3	One under another at the Mizzen-peak
—	—	4	
2	fired at half	a minute's distance of time from each other	

INDEX to the Signals in a fog.

- 3 When moored
- 3 When sailing large
- 3 When sailing upon a wind
- 3 When lying-to
- 5 When sailing large
- 7 When sailing upon a wind

